

MAHAN UPHOLDS U. S. RIGHT TO EXCLUDE JAPS

Thinks Nation's Status as Great Power Unaffected by Denial of Immigration Privileges.

SALIENT FACTS IGNORED

First Among These Is That Popular Will Favors Exclusion, and Must in the End Prevail.

[By Cable to The Tribune.] London, June 23.—"The Times" publishes a remarkable letter from Rear Admiral A. T. Mahan on the subject of the American attitude toward Japanese immigration. It touches upon minor controversies and deals broadly with the fundamental issue in spirit of philosophic calmness.

Admiral Mahan writes in reply to the article by Sir Valentine Chirol, published on May 19. The Chirol text was the California land act, but the writer pointed out that the ultimate issue involved was whether Japan was entitled to rank among civilized nations whose citizens the American Republic was ready to welcome.

Admiral Mahan holds that while Sir Valentine does not give a decisive reply to this question the whole tone of his paper implies an affirmative response. Admiral Mahan continues: "In my own appreciation there is no necessary connection between a nation's status as a great power and her right to receive for her people the privileges of immigration and naturalization in the territory of another state, and the reasoning adduced in support of such a proposition seem to me to be defective both in some of their assertions and still more in ignoring certain conspicuous facts."

Will of the People Is Law. "Primary among these facts is that of the popular will, upon which in the fundamental conceptions of both the British and the American government the policy of the nation must rest. The causes may be what they may, economic, industrial, social, racial, or all four, and if there be any other motives the will of the people is the law of government."

"So far as that will has been expressed in America and Canada, it is distinctly contrary to the concession of such immigration privileges, and with the question of immigration that of naturalization is inextricably involved. There cannot, of course, be naturalization without immigration, while immigration without the concession of naturalization, though conceivable and possible, is contrary to the genius of American institutions, which as a general proposition do not favor inhabitation without the right of citizenship."

"The question is fundamentally that of assimilation. I entirely reject any assumption or belief that my race is superior to the Chinese or Japanese. My own suits me better, but I wholly disclaim as unworthy of myself and of them any thought of superiority. But with equal clearness I see and avoid the difficulties of assimilation due to the formative influences of divergent races and races."

Problem Recurs Elsewhere.

"It is not a color question, though that may emphasize the difficulty. It is the recurrence of this problem which confronts Germany in German Poland, Austria in her Slav provinces, Canada in her French population and South Africa in her Boers. Despite its gigantic success up to the present in the assimilative processes due to English institutions inherited and Americanized and to the prevalence among the children of our community of a common English tongue over all other idioms, America doubts her power to digest and assimilate the strong national and racial characteristics which distinguish the Japanese, which are the secret of much of their success, and which, if I am not mistaken, would constitute them a continually solid and homogeneous body, essentially and unchangingly foreign."

"The Times," commenting in its editorial columns on Admiral Mahan's letter, says: "We do not doubt that Admiral Mahan correctly interprets the feelings of the bulk of his countrymen, and we are not disposed to question the weight of the reasons he submits. It is tolerably clear that the opposing forces are essentially irreconcilable and may some day prove to contain very explosive elements, but in the meanwhile the issue is not urgent and there is time to inquire whether Japan has a sufficiently plain idea of what she really wants."

"Japan cannot have it both ways. Before the problem becomes acute she must make up her mind whether she wishes to present herself as aloof from the other Asiatic races or as the avowed champion of Pan-Asiatic ideals."

PINE GROVE FOR POPE

Holy See Negotiates for Property Near the Vatican.

Rome, June 22.—Owing to the precarious health of the Pontiff after his recent illness, it is understood negotiations are now going on between the Holy See and Prince Torlonia for the purchase of a pine wood owned by the prince which lies close to the Vatican gardens. This wood can be reached either by means of an underground passage or an archway, and would enable the Pope to enjoy a very much larger area for his walks.

FIREMEN PERISH IN BLAZE.

Montreal, June 22.—Four firemen are dead and three others are in the hospital, seriously injured, as the result of a fire here to-day which destroyed the large hall and blind factory of Itzweil & Barazin and the ice warehouse of the City Ice Company.

The blaze started presumably from a match or a cigarette thrown carelessly by a passerby into shavings in front of the factory.

SOCIETY'S BUSIEST WEEK IN THE LONDON SEASON

French President's Visit Coincides with Alexandra Day—Heir Apparent's Birthday.

[By Cable to The Tribune.] London, June 23.—This is likely to be the busiest week of the season. Ascot Sunday is always spent on the river, and yesterday was certainly the greatest up-to-the-river day of the year. All grades of society were on the water, and a record number of craft, 1,600 to be precise, passed through Roulter's Lock.

To-day the Prince of Wales celebrates his nineteenth birthday. The King and Queen will attend the opera at Covent Garden to-night to hear Melba and Caruso in "La Bohème." This is really a command performance, as the Queen has expressed a wish to hear these famous singers together in her favorite opera.

To-morrow the Prince, as representative of the King, welcomes the French President at Portsmouth. The Prince of Wales and President Poincaré will travel by special train to London, and at Victoria Station M. Poincaré and his suite will be received by the King.

Wednesday is "Alexandra Day," when London will be a city of roses. Artificial and wild roses are to be sold for charities, in which Queen Alexandra is interested, by 20,000 women dressed in white, with wreaths of wild roses in their hats. Queen Alexandra will be in the afternoon drive around London to visit the centres where the roses are sold. Thursday's great event will be their majesties' state ball at Buckingham Palace. Several private dances are also fixed for that evening.

HARRY LAUDER PREACHES

Homily Was Serious, but There Just Had To Be a Laugh.

[By Cable to The Tribune.] London, June 23.—Harry Lauder appeared in a new role yesterday, addressing an audience of 1,200 persons in the Castle Green Congregational Church, Bristol. He took as his subject the power of sociability. He spoke first of sociability in the home circle.

"I want to tell you, as a man of vast experience," he declared, "that there is no social life to be compared for effectiveness and beauty to the bonny home circle."

Speaking with great eloquence, he said he had no patience with boys who "cheeked" their mothers and fathers. "I am proud to say I have a son who never spoke back to mother or father. To begin with, if he had"—Mr. Lauder shook his head grimly, but when the audience began to laugh he joined in heartily.

"I have always lived on the sunny side of the street," he declared. "All the pictures I have shown you I have experienced from mill to mine, from mine to stage, from stage to drawing-room, from drawing-room to castle, all the way up."

The comedian sang during the afternoon "The Children's Home" and "There is a Green Hill Far Away."

TO BUY SULGRAVE MANOR

Option Obtained on Washington's Ancestral Home.

[By Cable to The Tribune.] London, June 23.—Details are published in to-day's newspapers of an appeal to the public for funds by the British committee for the adequate celebration in this country of the hundredth anniversary of peace among English speaking peoples. H. S. Peris, secretary of the committee, says it is necessary to raise the money required for the specifically British programme as early as possible.

In the first place the option obtained for the purchase of Sulgrave Manor, Northamptonshire, the ancestral home of the Washington family, would only remain open for a limited period, and in the second place it was desired to have everything clear as soon as possible for the preparation of an elaborate international programme.

PASTOR ADVISES EDITOR

Says Editorial on Magistrate House Is Insult to Christians.

"It is a direct insult to every Christian," says the Rev. Luke J. Evers in paying his respects to an editorial which contained an attack on Magistrate House and was printed in an evening paper on Friday. Father Evers is the pastor of St. Andrew's Roman Catholic Church, in Duane street, and was speaking yesterday at 2:30 a. m. services, known as the newspaper men's and night workers' mass.

The editorial article in question criticized Magistrate House for asking an eleven-year-old boy, who was a witness in a case, if he knew the nature of the oath and if he was aware of the punishment meted out to any one who told a lie.

"We all know," said the clergyman, "that a doctor in order to practise medicine has to first receive permission to do so from the medical society, or else he will be prosecuted for so doing; that a lawyer to practise law must procure his parchment from a legally appointed power; that a dentist must be licensed before he can practise dentistry; that priests and ministers throughout the civilized world must be ordained and receive their power from properly recognized authority or else the machinery of the government will step in and they will find themselves in jail. But can this editor or any one else inform me where the writer of this editorial comes in to preach or teach theology and ethics pertaining to religion?"

"Let Mr. Editor attend to the news of the day, and the priests and ministers will teach theology as it should be taught, and will also look after the morals of their respective congregations."

Father Evers also referred to an editorial from the same pen which appeared some weeks ago in regard to the Catholic orphan asylums and said Cardinal Farley was much pained to think any proprietor or owner of a newspaper would allow such an article to appear in public print, as it was a mass of falsehoods and misstatements.

EX-PRESIDENT'S DAUGHTER DIES.

Paris, June 22.—Mme. Georges Goyau, who was Lucie Rose Félix-Fauré, daughter of the former President of the Republic, died to-day. She was a leader of the Parisian society and literary circles and was the author of several books. She was born in 1862.

ENGLAND PREPARES TO WELCOME POINCARE

French President Arrives in London on Tuesday and Will Remain Until Friday Next.

GUEST OF KING GEORGE

Prince of Wales and Duke of Connaught to Receive Distinguished Visitor at Portsmouth Dockyard.

London, June 22.—The President of the French Republic, Raymond Poincaré, following the example of his predecessors since the conclusion of the friendly agreement between Great Britain and France, has chosen this country for his first official visit after his election, and will arrive at Spithead on Tuesday on the Dreadnought Jean Bart, to remain as the guest of King George and the British nation till June 27. He will be accompanied by Stephen Pichon, French Minister for Foreign Affairs, and a number of high officials.

Great preparations have been made to pay the President the highest honors that the British court, government, municipalities and public can accord.

The visit has created the liveliest interest throughout the country, not only for the position that the distinguished visitor holds, but because of his own personality. While no important changes in the political relations of the two countries are anticipated as the result of the French President's few days' stay in the country, the hope of the public is that it will tend to draw even closer the two friendly countries.

To Greet Him at Spithead.

Upon the President's arrival at Spithead he will be received by an immense fleet, composed of England's latest warships, which will fire a royal salute. The President will proceed to Portsmouth dockyard, and in the arsenal the Prince of Wales and the Duke of Connaught, Governor General of Canada, representing the King, will offer him a formal welcome. The train of royal carriages in which the party will come to London will stop at Portsmouth town, where the Mayor and Council will present an address.

King George himself will be at Victoria Station, London, to receive his guest and escort him to York House, which has been placed at his disposal during his stay. During the afternoon the President will pay formal calls to the King and Queen at Buckingham Palace, Queen Mother Alexandra at Marlborough House, the Duke and Duchess of Connaught at Clarence House and other royal personages.

That evening the King will give a dinner at Buckingham Palace, at which the gathering will include members of the royal family, distinguished statesmen, diplomats and court officials. These formal dinners at Buckingham Palace will be carried out on the most elaborate scale and with a gorgeousness equalled in few of the European capitals. The gold service belonging to the sovereign will be used.

To Lunch with Lord Mayor.

On Wednesday the President will spend the morning visiting French institutions in London and receiving deputations from French societies. At noon another great reception awaits him, when through troop-lined streets and escorted by Horse Guards he will proceed through the city to lunch with the Lord Mayor and Corporation of the City of London at the Guildhall. These luncheons, offered to all distinguished visitors, are on almost as grand a scale as those at Buckingham Palace, but instead of peers and court officials President Poincaré will meet distinguished politicians and the business barons of England. In the evening the President will return the King's hospitality and offer him a dinner at the French Embassy, provided for by Paul Cambon, the French Ambassador, which will again bring together a brilliant gathering.

A visit to Windsor Castle, a luncheon to the French colony and a dinner with the government at the Foreign Office might be expected to fill up the next day, but M. Poincaré will try to find time to drop in at the horse show at Olympia, where a number of French officers are competing.

In the evening the series of functions will be brought to an end with a ball at Buckingham Palace, which, of course, will be the most brilliant event of the eventual three days. The morning after the ball, the 27th, the President will proceed to Dover, where he will see more of the British fleet, and, embarking on the French warship Gloire and escorted by her sister cruisers the Condé and the Marseillaise, will return to France.

Paris, June 22.—Exceptional interest is taken here in President Poincaré's visit to London. He will leave for the British capital to-morrow, and parliament has voted 25,000 francs (\$37,000) for the President's expenses.

In view of the possibilities of the international situation, it is considered highly important that everything should be done to make as effective as possible the entente cordiale, and as the President's visit will afford him opportunities to discuss personally with the King and British statesmen the various phases of a mutual policy he is expected to accomplish a very great deal toward closer cooperation between the two governments.

DAMAGE TO PANAMA LOCK

Crack Develops in Masonry of Wall at Miraflores.

Panama, June 22.—Numerous alarming rumors of damage have gained currency as a result of the crack that recently developed in the cut-off wall of the northwest wing of the Miraflores locks of the Panama Canal. One of the reports had it that the gates had pulled away some portions of their supporting masonry, and that the cost to demolish and rebuild the damaged structure would be \$1,500,000.

The canal engineers say the crack is a minor one only, and that it was probably due to a slight settlement of the masonry.

PROMISE OF FAIR SKIES

Weather Bureau Predicts Week of Real Summer Days.

Washington, June 22.—Real summer weather, with generally fair skies, during the coming week was promised to the entire country to-night by the

Weather Bureau. Temperatures above the seasonal average were predicted for the Southern States, the great central valleys and the plains states and normal temperatures for the Middle Atlantic and New England states, the region of the Great Lakes and the Pacific slope.

A reaction from the prevailing moderate temperature to seasonably warm weather will set in over the region of the Great Lakes, the Ohio Valley and the Middle Atlantic and New England states by Wednesday, it was stated. No important storm is charted to cross the country the coming week.

SERVIAN MINISTER QUILTS THE BULGARIAN CAPITAL

Diplomatic Relations Suspended Between Erstwhile Balkan Allies.

London, June 22.—The Servian Ministry has again resigned, and the Servian Minister to Bulgaria has left Sofia for Belgrade.

He first presented a fresh note to the Bulgarian government declaring that Servia was willing to accept arbitration, but not on the basis of the antebellum treaty, and again urging demobilization.

Constantinople, June 22.—Twenty men were to-day sentenced to death, after trial by court martial, for complicity in the assassination of the Grand Vizier, Mahmoud Shekret Pacha.

REBELS SURROUND OJEDA

Federals' Armored Troop Train Reported Stranded.

Nogales, Ariz., June 22.—General Ojeda's federal column advancing toward Hermosillo is surrounded completely by insurgent state troops, said to-day's official state advices received here. It was asserted that the federals' armored troop train was stranded between burned bridges and that the government troops were on the defensive.

Fifty federal soldiers who left Guaymas to reinforce Ojeda's group were routed by state troops near Empalma late yesterday.

Nothing was said in to-day's dispatches regarding the operations of Didier Mason, the aviator, who dropped bombs over Guaymas and the federal gunboats lying in the harbor. Advices said the fighting had not been continued since dark last night.

GUATEMALA PROSPERS, SAYS EX-DIPLOMAT

Dr. Antonio B. Jauregui Attributes Country's Good Fortune to Cabrera Regime.

FINANCES ON SOUND BASIS

Former Minister to U. S. Expects Central American Republic to Derive Great Advantages from Canal.

Dr. Antonio B. Jauregui, a leading lawyer of Central America, who is on his way to Europe on a diplomatic mission for Guatemala, is at the Hotel Imperial after a visit to Washington. He discussed yesterday the political and economic conditions of his country, confirming the story from Guatemala City printed in The Tribune two weeks ago announcing the arrangement by the Central American republic for the payment of the debt growing out of the bonds held in England. This settlement, he said, has met with the approval of all parties in his country and of its neighbors.

Dr. Jauregui was formerly Guatemalan Minister in Washington, and he was pleased to report, he said, that the relations between the United States and Guatemala, always friendly, are now closer and more sympathetic than ever.

The diplomat said the finances of Guatemala were in such a sound and satisfactory condition that the American bankers who have been approached in regard to a loan of \$30,000,000 are now disposed to make the loan whenever the government of Guatemala thinks it necessary to close negotiations to that end.

Discussing the question of the settlement of the debt to the English bondholders, he said the debt was not contracted by the administration of President Estrada Cabrera, but it was fifty

years old; that the present Executive inherited it, but that he was doing everything he honorably could do to settle it. And this arrangement was brought about, he said, without the necessity of creating a new indebtedness.

Dr. Jauregui said his country was much interested in the construction of the Panama Canal by the United States. Guatemala expects many advantages when the great waterway is finished in the way of immigration, which will be an inestimable factor in the development of the coffee and sugar lands of Guatemala, which, he maintained, would make the country the "centre of wealth."

Another factor that has made for progress, said Dr. Jauregui, has been the peaceful condition that has prevailed in Guatemala throughout the administration of President Estrada Cabrera.

"We have been fortunate in that respect," he declared. "Our country has not been disturbed by revolutions like some others have been, and this condition will continue. This is due not only to the very satisfactory political situation, but also it shows the result of the fine educational system that has been established by President Estrada Cabrera. He has given much attention to the public school system, and it is the best in Central America, and as good as many in other parts of the world. It has improved the quality of citizenship, and has been an important factor in our industrial development."

Dr. Jauregui said the American owned interoceanic railroad had also contributed to the general welfare of the country.

PLANS WEST SIDE HEARING

Estimate Board to Take Up Improvement Project To-morrow.

A hearing on the plans for the improvement of the New York Central & Hudson River Railroad's facilities along the Hudson River waterfront and through Twelfth avenue and other thoroughfares to St. John's Park will be held by the Board of Estimate to-morrow. The plans to be considered are as they were revised following conferences between the railroad representatives and the Board of Estimate committee, of which John Purroy Mitchel was then chairman. Changes from the original plans are, briefly stated:

1. That there shall be a covering or roof over the tracks at Inwood Hill to meet the proposed park improvement.
2. That there shall be a tunnel through Fort Washington Park, the city acquiring the right of way at present used by the railroad.
3. That there shall be a reduction of freight facilities at Manhattanville.
4. That all the tracks along Riverside Drive to the south side of 72d street shall be covered.
5. That the tracks from 60th street to 36th street shall be placed under the new Twelfth avenue instead of on an elevated road.
6. That there shall be a subway instead of an elevated road south of 33d street.

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"THERE IS NO GREATER THING IN TRAVEL THAN A HIGH AVERAGE OF SAFETY."—Springfield Republican, June 13, 1913.

OFFICIAL RECORD

of the

New York, New Haven & Hartford R. R. Co.

The many erroneous statements and false reports placed before the public in the Brandeis campaign against New England's railroad system, which has been almost continuous now for six years, and which finds its opportunity in accidents as well as labor and political agitation, make necessary that the true record of the New Haven Road in respect to passenger train accidents should be set forth, that there may be no further excuse for repeated misrepresentations, which misrepresentations are against the business interests of New England and New York, and do not promote efficiency in administration or organization.

In the ten years from June 30, 1903, to June 15, 1913, a period covered by the incumbency of President Charles S. Mellen, the New York, New Haven & Hartford Railroad operated 5,078,750 trains.

These trains covered a distance aggregating 158,531,541 miles, practically 6,341 times the circuit of the globe.

There was carried on these 5,078,750 trains over these 158,531,541 miles a total of 755,678,338 passengers paying fare.

In these ten years there were just 6 accidents to trains in which persons traveling on them were killed. The number of passengers who lost their lives as a result of such accidents was just 29.

In six of these ten years—1904, 1905, 1906, 1907, 1909 and 1910—not a single passenger was killed in an accident, although in those years approximately 3,060,000 trains were operated, carrying 441,426,000 passengers over a total mileage of 95,593,311.

To correct the many erroneous statements that have appeared in print, the figures by years are here given:

YEARS.	PASSENGERS CARRIED.	Train accidents in which passengers were killed.	Passengers killed in train accidents.
1903 (Last six months)	34,090,448	0	0
1904 - - -	63,234,687	0	0
1905 - - -	66,507,138	0	0
1906 - - -	72,521,069	0	0
1907 - - -	75,453,778	0	0
1908 - - -	74,382,023	1	1
1909 - - -	79,849,297	0	0
1910 - - -	83,860,031	0	0
1911 - - -	83,768,348	2	12
1912 - - -	85,350,409	2	10
1913 (to June 15)	36,661,110	1	6
TOTAL - - -	755,678,338	6	29

In the five accidents preceding 1913 no Coroner's verdict or investigation by State or National authorities found any defect in the construction of roadbed, the condition of motive power, or equipment, or in condition or operation of signals.

The territory covered by the New York, New Haven & Hartford is such that its passenger traffic is the densest of any large railroad in the country.

It is because of this record for safety and because of the superior roadbed and equipment that the public is shocked over every accident, of any character, from any cause, that takes place upon this road.